



# South Jersey Transportation Planning Organization

*Serving Atlantic, Cape May, Cumberland,  
and Salem Counties since 1993.*

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## Summary of Significant Public Comments and Responses

***Public comments and responses received as of Monday, July 26, 2021***

*Public comment period remains open through Sunday, August 15, 2021*

**1. COMMENT:** Do all projects improve air quality?

**RESPONSE: SJTPO:** *Some, but not all projects improve air quality. Projects that improve traffic flow, such as synchronized traffic signals or a roundabout, will likely improve air quality because they improve the flow of traffic and reduce the amount of time vehicles spend idling. When vehicles are idling, they tend to emit more emissions. On the other hand, a roadway resurfacing project is likely to have a minimal impact on air quality, while a roadway widening project, may have a negative impact on air quality because of induced traffic.*

**2. COMMENT:** Why does Cumberland County only have one project on the Local Lead chart, while the other subregions have multiple projects?

**RESPONSE: SJTPO:** *Cumberland County chose to group their projects together under the one heading "Cumberland County Federal Road Program," which is listed on the chart. This "one" project then has three/four roadway sections that are being authorized and updated just like any of the other individually listed projects.*

**3. COMMENT:** In the TIP funding slide of the public meeting presentation, the table indicated funding for SJTPO as \$17 million in the first four years, but you said the SJTPO allocation is \$11.9 million per year. What is the cause of the difference?

**RESPONSE: SJTPO:** *Officially, the SJTPO region's federal urbanized resources are just over \$4 million per year, getting to \$17 million over four years. On the table in question, you can see the New Jersey Department of Transportation (NJDOT) Surface Transportation Block Grant Program (STBGP) funding in the SJTPO region. NJDOT provides additional obligation authority from its limited resources to the region. This additional funding is what is allocated to the under 5k and the between 5k and 200k population federal apportionments.*

**4. COMMENT:** Due to the relatively small proportion of federal funding for the Landis Avenue project, Cape May County will elect to pass on the COVID funds. Federalizing the project will require a design modification by Greenman-Pedersen, Inc. (GPI) for the design engineering that did not account for federal compliance as well as the need for the County to seek the Construction Engineering services from a consultant rather than being able to utilize in house inspection staff. The cost of these two expenses alone will likely exceed \$400,000.00, offsetting any financial gain provided by the grant.

**RESPONSE: SJTPO:** *SJTPO will remove the Landis Avenue Resurfacing, 69th to Townsends Inlet Bridge, project from TIP. The change will be reflected in the Final Draft FFY 2022-2031 TIP to be made available prior to the September Technical Advisory Committee (TAC) and Policy Board public meetings. The change will also be carried through to the Final Approved FFY 2022-2031 TIP.*

5. **COMMENT:** Why does the Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Highway Safety Improvement Program (HISP) annual funding differ from year to year as seen in Section III of the Draft FFY 2022-2031 TIP, currently pages 106 and 116?

**RESPONSE: NJDOT:** *A response will be provided in the Final Draft FFY 2022-2031 TIP to be made available prior to the September Technical Advisory Committee (TAC) and Policy Board public meetings.*